

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

I. Organization of the Svazarm Central Committee:

1. The following central sections are subordinate to the Svazarm Central Committee:

- a. Aviation Central Section, Smecky 22, Prague II;
- b. Motor Transport Central Section;
- c. Radio Central Section;
- d. Dog-Training Central Section;

2. The official title of the Aviation Central Section is "The Center of Pilots' Training and Sports". It is divided into the following sections:

- a. Aircraft section
- b. Glider section
- c. Parachutist section

II. Organization of the Center of Pilots' Training and Sports:

3. The Central Committee in Smecky 22, Prague II, consists of full-time salaried employees of the Svazarm organization. In the Central Committee there are commanding officers for each individual section, e.g. glider, motor transport, and parachutist sections. It is actually a political body and most of its members are not experts but persons appointed for their political beliefs. Thus they form a body of supervising experts appointed in the so-called Advisory Sections of the Central Committee. The advisory sections are as follows:

- a. Aircraft flying advisory section
- b. Glider flying advisory section
- c. Parachutists' advisory section

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4. The advisory sections have no right to interfere with matters of general management but they may make suggestions that certain measures should be approved by the Central Committee. If such a suggestion has been approved by the Central Committee, the decision is passed on to the particular department of the organization's apparatus. This department then orders the subordinate sections to abide by the new measures. The executive apparatus is a very complicated organ and the majority of its members do not even know the limits of their competency. This results in lack of responsibility; nobody wants to make decisions, and problems, instead of being dealt with, are passed on from one official to another.

5. Personnel of the Central Committee are:

Major Vavlav (?) Grepl, Air Force officer

Major Zemanek (fnu), Air Force officer

Lt. General Cenek Hruska

6. Regional Svazarm committees are the subordinate organs of the Central Committee. They are organized as follows:

- a. Regional Committee of Pilots' Training and Sports;
- b. Regional Committee of the Dog Training Section;
- c. Regional Committee of the Radio Section;
- d. Regional Committee of the Motor Transport Section;
- e. Regional Committee of the Carrier-Pigeon Training Section.

The regional committees have salaried staffs and consist of departments for the above indicated sections. Attached to the regional committees are advisory organs for each section.

7. The regional aeroclubs have an exceptional status. While from a general point of view they are subordinated to the regional Svazarm committees, in technical and expert matters they are directly subject to the Aviation Section of the Central Committee of Svazarm. Regional aeroclubs are in charge of airfields and of pilots' training. They are headed by commanding officers appointed by the Central Committee of Svazarm. They have unlimited executive power; their advisory organs are the Advisory Councils which are said to be an elected body.
8. District committees of Svazarm are subordinate to the regional committees. They are organized along the same lines as the latter and the district aeroclubs are also independent.
9. Local organizations of Svazarm subject to the district committees have again their sections and an independent aeroclub. There are very few local aeroclubs which are concerned with pilots' training. Most of them are concerned with aircraft-model construction.

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10. Subjected to the local organizations of Svazarm are the basic organizations of Svazarm with their sections. In practice only paid organs and advisory bodies of the Central Committee are operating. Local and district groups with unpaid employees in their sections do not develop any activities at all. Activities of basic organizations consist of holding meetings once in three months. People who want to practice flying must be members of these organizations.

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III. Organization of the Glider Section:

11. The head of the Glider Section is Captain Echtner (fnu)

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12. The Advisory Section:

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The chairman of the Glider Flying Advisory Section of the Central Committee is Josef Dvořák

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Acting secretary is Josef Svet

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13. Members of the advisory section are:

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Captain Vaclav Uhlir, Air Force officer

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Eng. Svinka (fnu)

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Zdenek Bedřich

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Zdenek Bohacek, student at a high technical school at Brno, practiced gliding.

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Karel Dlouhý

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Major Stros (fnu)

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Matejicek (fnu)

Dr. of Natural Sciences Jiří Forchgot

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Eng. Vitezslav Wertheimer

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Dr. of Natural Sciences Ladislav Hase

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Jan Hudec, a Slovak from Nitra, pilot.

Karel Feuerstein, radio operator from Ruzyně

There are some 10 or 15 more members of the Advisory Section.

14. Candidates wishing to join the aeroclub must be members of some of the basic organizations of the Svazarm. Persons applying for membership in Svazarm are not subject to any political screening. A candidate must first undergo theoretical examinations at the basic organization.
15. Examinations are taken in the following subjects: elementary aerodynamics, meteorology, aircraft construction, engines, history of aviation, political subjects. Before the examinations the candidates attend lectures held by members of the aeroclub using literature published by the aeroclub. The standard of the lectures is low, because the lecturers lack expert knowledge. There are usually many candidates, but the committee may accept only a certain number fixed by the regional aeroclub. Thus only the best candidates are selected. Accepted candidates must apply for their political screening. The application must be recommended by the chairman of the basic organization, who forwards the application to the cadre department of the applicant's place of employment. The cadre department of the Central Committee of Svazarm makes the final decision as to whether the candidate is to be admitted or not.
16. Training performed only after applicant's working hours lasts for 6-9 months. Full-time training during summer holidays lasts for about one month. Training is carried out by Regional or District Aeroclubs and at so-called "catapult stations" (small airfields where gliders are launched). Two-seater training gliders of L 109 Pionyr type have been used for training purposes for the past year. This new type of glider is very cheap and suits training purposes very well. As soon as the training begins, participants receive a certificate called "Pilot student's diploma". A pilot's diploma is granted to trainees who have 30 flying hours and after they have met certain standards. Today the training is more thorough and of a much higher standard than previously when it consisted of the A, B, and C degrees.
17. The Czechoslovak Air Force has not been so far particularly interested in glider pilots because only a limited number of freight gliders are in military use. Glider pilots are recruited from airmen during their basic training. Glider training is not regarded as a prerequisite for aircraft flying. From the autumn of 1953 only glider instructors and young men up to 19 years of age, who passed political screening and medical examination, and who bound themselves to join the Air Force after they have completed pilot training, were accepted for aircraft flying training.

IV. Aircraft types:

18 Motor-propelled sport planes:

- a. Z-381 Buckner 181 Bestman fitted with Walter Minor 4/III 105 HP engine; two-seater, low-winged, for elementary training and acrobatic flying;
- b. Z-22 fitted with Praga D 75 HP engine, two-seater, low-winged, a tourist plane;
- c. Sokol M-1 fitted with Walter Minor 4/III 105 HP engine, three-seater, low-winged, a tourist plane;
- d. Piper Cub, U.S. plane, used for elementary training;
- e. Fairchild, U.S. plane, four-seater, top-winged, used for parachutist training.

Most of the aircraft are of 1950 vintage. They are in good condition and maintenance is performed regularly. On larger airfields, e.g. those of

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aeroclubs, there are usually 10-15 aircraft.

19. Towing aircraft:

- a. Z-26 Trener fitted with Walter Minor 4/III engine, a double seater, low-winged aircraft. It is also used for beginners' training and for acrobatics.
- b. C-104 Buckar 131 Jungmann fitted with Walter Minor 4/III engine, a double seater biplane. It is used also for acrobatics.
- c. Heinkel 72 Kadet fitted with BMW engine, 150 HP, biplane.
- d. Focke-Wulf Stieglitz fitted with BMW engine, 150 HP, biplane.
- e. Fiesler Storch (CAP) fitted with Argus 240 HP engine, top-winged.

Glider towing is carried on at all airfields where aircraft can take off. If there are no towing aircraft available on the airfield, they may be borrowed from another airfield.

20. Gliders:

- a. Z-24 Krajanek training single-seater;
- b. GB II b,c (Grunau Baby) training single-seater;
- c. LG-124 Galanka single-seater for advanced training;
- d. L-109 Pionyr two-seater for elementary training;
- e. DFS Olympia single-seater service glider;
- f. Z-25 Sohaj II single-seater service glider;
- g. LG-125 Sohaj II single-seater service glider;
- h. DFS Weihe (Vazka) single-seater service glider;
- i. L-107 Lunak single-seater for acrobatic flying ;
- j. DFS Kranich (Jerab) double-seater, service glider;
- k. LG-130 Kmotr.

21. Gliders of the enumerated types are on airfields in sufficient numbers. Also a limited number of prototypes and of gliders of German origin are usually available.

The number of gliders kept at an airfield depends on the size of hangars. The large aeroclubs such as Prague, Brno, Zilina, Plzen, Gottwaldov, and Bratislava have 25 to 30 gliders each. About a half or two thirds of them are service gliders. The gliders are in a good condition and are regularly maintained. Large aeroclubs employ maintenance men; in the small aeroclubs, which have only few gliders, the members themselves take care of the maintenance.

If a glider is demolished without anyone being at fault, it is simply replaced by a new one. If, however, the pilot is responsible for the damage, he must pay a part of the damage. If he is found guilty of having endangered the life of third persons, he is sent to prison.

Purchase of new gliders is covered by government funds, and allocations of money are made by the central committee of the aviation section. At present all gliders are supplied from stock, because, since 1951, the only type of glider

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produced in Czechoslovakia is the double-seater Pionyr used for training purposes. It is planned that in 1954 50 new gliders of the Sohaj type with 2 m. longer wing span will be produced. In the Svazarm stores at the airfield in Pribyslav there are about 25 Sohaj gliders.

V. Glider schools:

22. Vrohlabi:

Commander of the school is Vaclav Uhlir. Instructors are: Dr. of Natural Sciences Haza (fnu),² Vera Slechtova, Jaroslav Kumpost, Frantisek Tuma; all well qualified.

The school is for regular glider pilots. Training lasts from 2 to 3 years. The usual number of students is about 15. The central school for meteorology is to be established there also. The first term begins in April and ends in October. Majority of students are members of various aeroclubs who attend courses during their annual holidays.

23. Kralupy:

Commander of the school is Frantisek Kder, a fighter pilot who joined Svazarm after completion of six years' service in the Air Force. Instructors are Jaromir Pokorny and Vaclav Jagr.

Pilots who have flown a high number of hours may be enrolled at the school. The course lasts usually one month. Trainees are recommended by regional aeroclubs and all expenses are covered by the Svazarm.

24. Other schools for instructors are probably also at Hurka near Novy Jicin and in Nitra.

VI. Flight rules:

25. Gliders:

A flight order must be signed either by the airfield commander or instructor or a person in charge of flying. One hour before a flight the Security Service (Zabezpecovaci sluzba) at Ruzyne must be informed and requested for a flight permit. As a rule, flights from Prague to the east were always authorized and the duration of flight depended on the pilot. Flights from Prague westwards were not officially banned but none of the persons in charge would risk signing such a flight. The prohibited area was up to 20 km. from the border. Flights from one airfield to another were not permitted. In Moravia no restrictions for flights to the west existed and the direction of a flight depended on the instructor's responsibility.

26. Powered aircraft:

Flights had to be planned a week ahead. A report about an intended flight was submitted by the local or district aeroclub to the regional aeroclub who notified the Security Service at Ruzyne by telephone. The report had to include the following data: type of aircraft, identification number, time of departure, duration of the flight, and time of landing. Names of the crew had to be reported as well. The quantity of fuel was not limited and the tank was always full. Supply of fuel was therefore no obstacle for those who wished to escape abroad. Flights sometimes were not authorized owing to bad weather conditions. For landing on military airfields special permits were necessary.

27. Maps, first issued to aeroclubs in 1949, scale 1:500,000, were available at airfields. Only permanent instructors had a complete set of maps at their disposal. Glider and aircraft pilots were issued only the maps covering their particular section shortly before a flight and had to return them after landing.

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Instructors were personally responsible for the maps. There also existed another edition of the air maps published originally in 1949.

28. Taking of photographs was not allowed on civilian airfields. The same ban applied to sport airfields, but the order was frequently violated. Cameras could be smuggled into sport aircraft without major difficulties and photographs could be taken.

VII. Training:

29. Training of pilots has been adjusted to the Air Force standards. Basic training was supplemented by elementary acrobatic flying. Landing in terrain, flying in formation, and low flying were also practiced. Special courses of courier service (pick-up operations, collection of written messages fixed to a rope between two trees, etc.) were held.
30. The yearly number of trained pilots depended largely on the number of instructors and aircraft available and might reach 80 to 100 pilots. In practice the number of trained pilots was much lower. One of the reasons was that the candidates must have gone through theoretical training first which was rather discouraging for many of them. Furthermore they had to bind themselves to join the Air Force after completion of their training. They tried to avoid a longer military service in spite of the traditional love of young people for flying because the Army lost attraction under the present régime.
31. There was no night flying at the aeroclubs and the aircraft were therefore not equipped with radio transmitters.
32. Pre-military physical training was introduced in 1952. Owing to lack of organization, insufficient number of instructors, and a complete disinterest of members the idea was soon abandoned and pre-military training within aeroclubs was discontinued. Nowadays it is carried out only at parachutist units as a part of their general training.
33. The annual membership fee for members of aeroclubs was 36 Kcs. No extras were paid for individual flights.
34. Until September 1953, the main stress was put on the military aspect. Afterwards the sport side of gliding was regarded as the most essential and important element.
35. In practice, no cooperation between Svazarm and the Army exists except in training of aircraft pilots. Although the Svazarm organization is sponsored by the Army there are no close relations or contacts between the two. Svazarm is financed by the Army. At present the running expenses are rather high as compared with previous years because all units are being issued much better equipment. Commanders of aeroclubs and commanders of airfields are usually Air Force officers. The organization of Svazarm is not yet uniform.

VIII. Airfield personnel:

36. The commander of an airfield is usually an Air Force officer who also commands the aeroclub. He is appointed by the Central Committee and in his official capacity he may authorize flights, impose punishments, dismiss employees, etc.

The deputy commander for political affairs is appointed by the Central Committee. He is usually a civilian whose duty it is to ensure security at the airfield from a political point of view. This function, however, does not receive a great deal of attention at the airfields.

The aircraft commander should be a civilian elected by members. In practice, the regional committee makes the nomination which is afterwards confirmed by members.

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Glider commander and parachute commander are said to have the same nomination procedures as aircraft commander.

Paid aircraft mechanics are engaged by the Svazarm. Paid watchmen guarding aeroclub airfields are civilians, usually above 60 years of age or unfit for any other manual job. They are armed and are accompanied by dogs. Only airfields where there are motor-propelled aircraft are kept under guard. Larger airfields may have salaried administrative employees.

IX. Air crashes:

37. During 1953, the number of fatal air crashes was high. In Bohemia alone nine aircraft and one glider crashed and the pilots lost their lives. Besides, there were many other accidents resulting in severe injuries of crews and heavy losses of material. According to statistics the number of 1953 crashes was higher than in previous years. After investigations of individual crashes, it was found out that most of them were caused by lack of discipline among the crews. A considerable number of air crashes were caused by pilots who did not quite realize the difference between handling an aircraft and a glider. It is interesting to note that, although the disciplinary measures in the past were not as rigid, the rate of air crashes was lower than today when punishments for proved lack of discipline are very severe. This has a reverse effect on pilots who enjoy breaking the rules and doing exactly what is prohibited.
38. The haphazard selection of pilots is partly responsible for frequent air crashes. The very low fees make the aeroclubs accessible to anybody, while in the past only individuals who felt a vocation for flying and did not mind financial sacrifices formed the majority of aeroclub members. Nowadays, only about half of the newly trained civilian pilots are genuinely interested in flying, the rest of the pilots are under average and are the reason for many crashes.

X. Aviation periodicals:

39. Czechoslovak periodicals:

- a. Kridla Vlasti (Wings of the Fatherland) is a bi-weekly published by the Svazarm. The expert standard of this periodical is very poor.
- b. Letecky Modelar (Aircraft Modelling) is probably a monthly published also by the Svazarm, dealing with aircraft construction. It has a higher standard than Kridla Vlasti.

40. Foreign periodicals:

There are no foreign periodicals on aviation on sale in Czechoslovakia. Some of the technical periodicals published in the West are available in technical libraries and in central offices and industrial plants. They are censored and all the articles dealing with political subjects are cut out; also some articles giving information on the latest technical inventions by the West are cut out in order to protect the propaganda about Soviet technical progress.

Comments:

1. Not further identified
2. Probably identical with the Doctor of Natural Sciences Ladislav Hasa, mentioned in para. 33.

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